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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. Km. 1433

On the Hungarian territory, near the Yugoslav border, many Hungarian troops were seen, in various uniforms.

a. Barbed wire obstacles:
On the right bank of the Danube, from no man's land into Hungarian territory for a length of about 200 m., are several rows of barbed wire fences, 150 cm. in height. The same fence is constructed from the right bank of the Danube inland (in a westerly direction) along no man's land. It can be seen for only 300-350 m.

b. Pill boxes:
About 30 - 50 m. from the right bank of the Danube, behind the fences, is a row of several pill boxes which are connected by a ditch. These are made from earth and stones only (known as "Polish" pill boxes) and the barrels of machine guns can be seen protruding from the openings.

c. The left bank of the river is covered with woods; nothing can be seen there.

d. Searchlights are erected on the right bank of the river for illuminating no man's land and the passing ships during the night.

e. In this area and further up the river towards Budapest, two Russian convoys were encountered:

1) LENINGRAD, motor boat with propeller, 700 h.p. pulling 6 tankers, total capacity 3,000 tons, load most probably gasoline. Direction - south.

2) SARATOV, motor tug of 1,000 h.p. with 8 tankers, approximately 4,000 tons. Load most probably the same; direction - south.

25 YEAR RE-REVIEW

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f. The usual procedure for the ships belonging to the Soviet-Rumanian Transport Company (SRT) is to bring oil from Rumania to the Budapest refineries and transport gasoline from there to Braila or Reni on the Danube estuary, or to Turn Severin from where (Km.930) the gasoline is sent to the USSR by rail.

2. Km. 1435

a. A pontoon made of 20 x 6 m. boards on top of barrels, is tied to the right bank of the river. Five boats were attached to the pontoon (4 Hungarian motor boats and 1 Russian motorboat type). These ships were later seen at Mohacs where it is thought that they harbor permanently.

b. The crews of these five boats were partly aboard, partly on shore. The pontoon presumably serves the border patrol boats which wait for the incoming ships at this point.

3. Km. 1448 - Mohacs

a. Mohacs is the town where all the border controls are carried out for ships coming into Hungary or leaving the country. The captain has to visit the harbor authorities and is accompanied on his way from and to his ship by the Hungarian harbor police.

b. An escort of six men is allotted to a convoy, two men for the motor boat, four on the barges, to accompany the convoy from Mohacs to Szob, and vice versa (km. 1448 - km. 1707).

c. Hungarian engineers and motorized troops can be seen in the streets of Mohacs as well as Russian soldiers. The town is filled with troops. The elementary school near the bank of the river is occupied by troops which are billeted there.

4. Km. 1449

Ten Hungarian Army motor-boats and two Russian Kacers are moored to the bank. Troops can be seen around the newly built wooden huts which are surrounded by a barbedwire fence and are guarded.

5. Km. 1479 - Baja

a. This town is slightly inland and has been changed since June 1952 into a large military depot, connected with Budapest by a road and rail. Hungarian and Russian troops are stationed there.

b. Railway bridge across the Danube:

1) A train crossing the bridge in an easterly direction had two engines and 40-50 cars (25-30 loaded with Army trucks, 2 trucks to one car; 5 tanks loaded on the cars; 6 passenger cars loaded with Hungarian troops). The freight cars had guards.

2) A train traveling eastward was seen from a distance. It had 35-40 cars, 2 engines, and was loaded with trucks and timber; some cars were closed.

6. Km. 1478.700 - Canal Sugovica

a. On the left bank of the Danube several Hungarian tugs and barges, several Russian tankers and motor boats (one of them 2-funnelled) were tied up for the winter. The total number of boats was about 40.

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b. There was very little traffic on shore except for near the grain stores. Two Russian soldiers were guarding loaded and unloaded goods near the wooden huts. Their guardroom is in the vicinity of these huts.

7. Km. 1516 - Kalocsa

25X1

The pontoon bridge which has been in existence since 1947 has been used for army transport only since October 1952. [redacted] 25X1 a military convoy was passing across the bridge from the right to the left bank of the river. About 12 army trucks passed at a distance apart of approximately half the river's width, parked one after the other on the left bank and waited for the others to close up. This bridge could not be used for heavy units, e.g. tanks, as the pontoons are not large enough.

8. Km. 1561 - Dunaföldvár

A freight train crossing the railway bridge from the right to the left bank was observed from about 500 m. distance. There were about 35-40 cars loaded with vehicles covered with tarpulins.

9. Km. 1580 Sztalinváros

A new army depot is under construction in this town; the building of it is supervised by the Russians. The site is on the right bank, about 2-3 km. inland. Large quantities of material are piled up on the bank of the river, a new gravel road leads from the bank to the site, a funicular ropeway has been constructed for transporting the material from the river to the site. There are two motor pumps on the river bank, installed in November 1952 and fixed on a concrete platform. The pipes are under the ground.

10. Budapest

On the right bank of the river (km. not indicated) are barracks of the Hungarian Pioneer Corps. Troops were near the river, busy cleaning the boats and pontoons. There were 150-200 pontoon boats (some of them with their bow on the bank and stern in the water) and about 40 motor boats, type Kovacs. Material for bridge-building was piled up on the bank.

11. Km. 1639.500 - 1639.850.

The basins Csepel I and II are filled with Hungarian, Russian and some Rumanian boats of the transport fleet.

12. Km. 1642 - Winter Harbor Lágymányos

About 25-30 Russian motor boats, type Kacer, are moored here for the winter.

13. Km. 1642 - 1652

a. Between the bridges Szabadság (km. 1645.300) and Erzsébet (km. 1646) on the left bank of the Danube are moored six speed motorboats of the Hungarian Army Fleet, looking exactly like the Russian type Kacer, but painted dark grey.

b. The Hungarians received about 50 of these boats at the end of 1952 and they are mostly moored in the wharf Ujpest (km. 1653). It is not certain whether these are new or old.

c. Passenger traffic on the Danube is only between Budapest and Mohacs. The passenger fleet comprises three boats, each on duty one week at a time, with change-over on Sundays.

d. The convoys traveling through Budapest (going upstream) can have only one motorboat plus two barges; convoys traveling downstream can consist of up to four barges, as their maneuverability is much better.

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14. Km. 1643.100

A train was passing on the double-track railway bridge from Pest (left bank) to Buda. 28 Russian tanks with some Russian signs painted on them were loaded on 4-axle cars (one tank per car). Another four closed cars were on the train. The train was guarded by Russian soldiers. In the street near the river a section of Russian soldiers was marching, armed with submachine guns with a disc-shaped magazine.

15. Km. 1652 - Shipyard Obuda

This shipyard is for the construction of river and sea-going freighters for Russia. Two boats were under construction in the docks, one of them nearing completion, the other was to be launched in April or May 1953.

16. Km. 1653 - Shipyard Ujpest

a. River-going boats are built here for the USSR. One of them was being tested on the river.

b. When the boats built for the USSR are finished, they are taken down the Danube to Braila, where the Russians take them over and give them a name.

c. Both shipyards (nos. 15 and 16) are guarded by Russians. The workmen are under strict supervision; there have been many purges among them and several officials have been sent to labor camps because sabotage.

17. Km. 1757

In this area large barracks for the Czechoslovak Army were erected during 1952 and occupied by the troops in October of the same year. There are about 8-10 buildings, three or four storeys high and several smaller ones, with some garages. About 10 to 15 army trucks were seen on the spot. The main road from Komarno connects with the barracks.

18. Km. 1767 - Komarno

a. The Czechoslovak ship control officials who, up until November 1952, wore uniform, are now in civilian clothes. The harbor and its surroundings, however, are guarded by men in uniform.

b. Yugoslav crews in transit can go ashore with special permits. Crews traveling on the sector Komarno-Vienna, who usually live in Komarno, can move about much more freely.

c. Inspection by the harbor authorities takes place approximately opposite the Skoda Works Komarno shipyard. Production of passenger boats goes on continuously. Two boats have recently been finished and another is near completion. River-going boats for the USSR are supposed to be built here. None was under construction in December but work was to be resumed in March or April 1953.

d. Traffic in the harbor was slight, owning to the winter. Most of the ships were moored near the narrow bridge and inside the basin.

19. Km. 1839 - Bratislava

a. The right bank of the Danube near the railway bridge was entirely occupied by Czech troops. They used to be stationed downstream from the bridge only but now have extended their camp as far as Km. 1870, where there used to be a promenade and swimming-pool. Civilians are prohibited from entering this area.

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b. There were 16 naval motor-boats stationed at this point. No details are available as they were dispersed among the pontoons. Billets for the troops can be seen on the bank. The whole of the area cannot be seen because of the wood.

20. Km. 1880,200 - Devin

About 5 km. downstream from Devin, there are barbed-wire fences on the bank which extend further along the Morava river. Pill boxes can be seen in the Devin area with some arms inside. During the night the river is illuminated by searchlights which follow the passing boats.

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